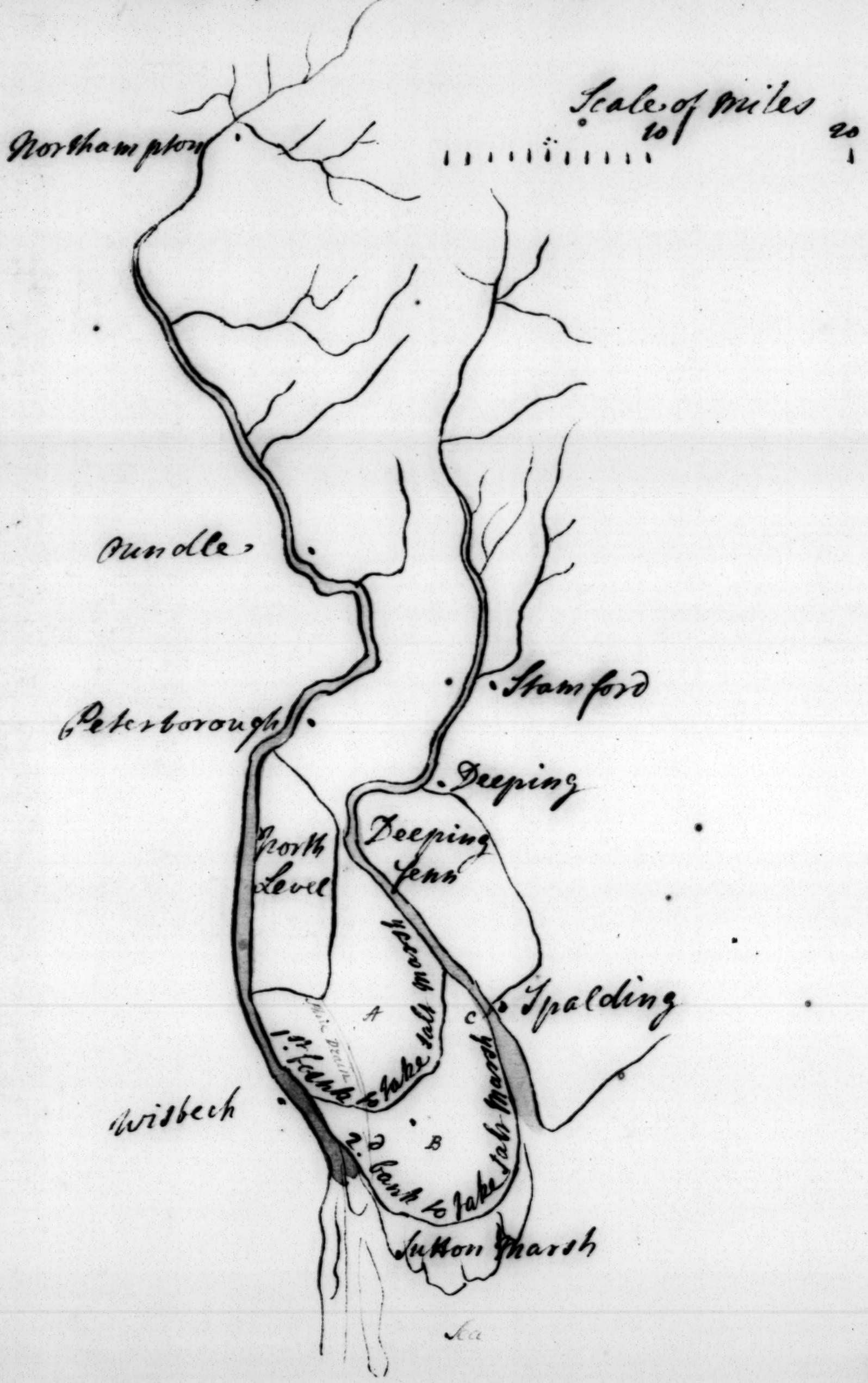
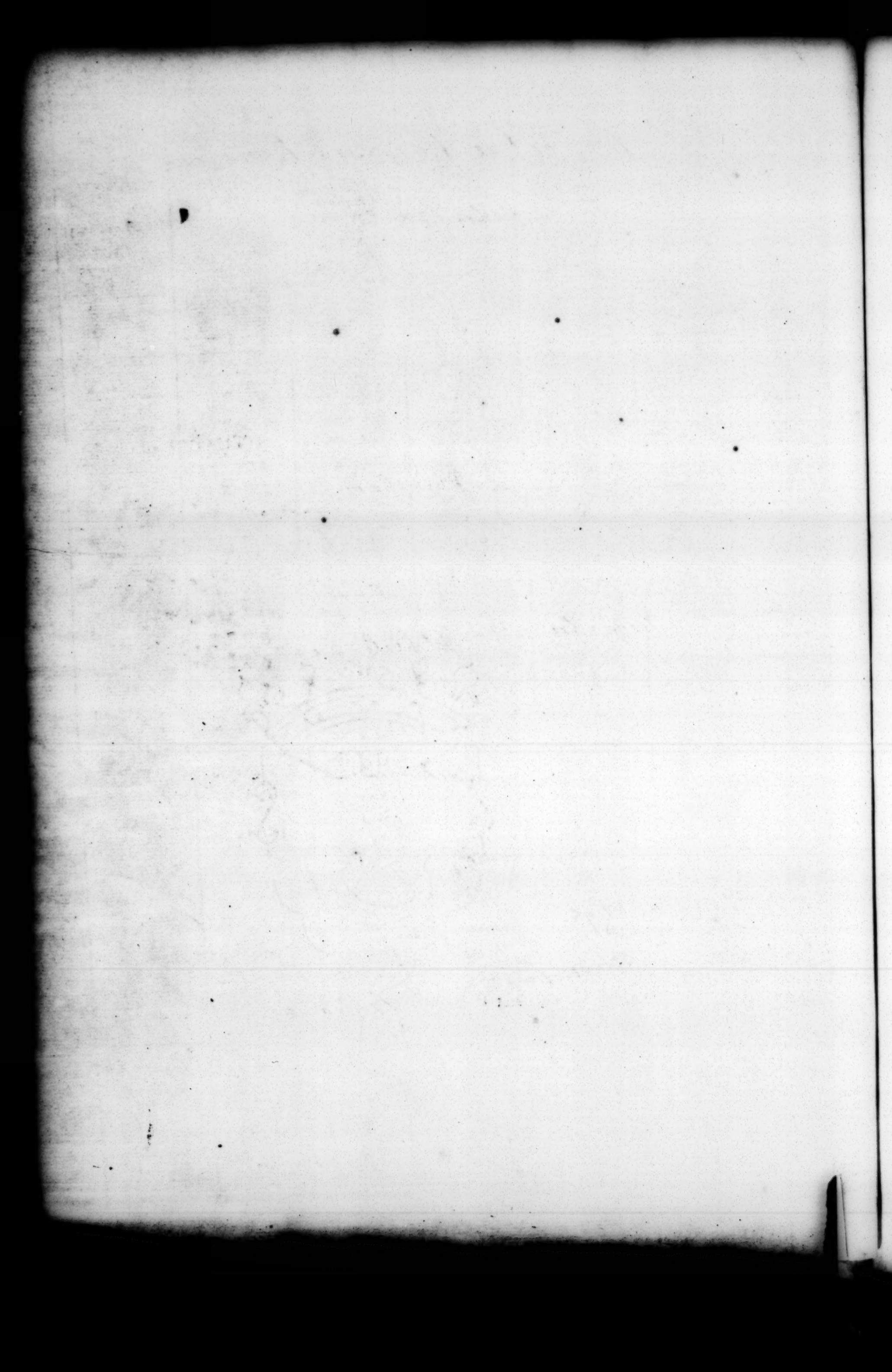


# A Map of Wisbech & Spalding Rivers



# Map of Rye Harbour & River





# REASONS

Humbly offer'd to the Consideration of the

# PUBLICK;

Shewing how the WORKS now executing  
by Virtue of an

## Act of PARLIAMENT

To recover and preserve the NAVIGATION of the

## RIVER DEE,

Will destroy the NAVIGATION; and occasion  
the Drowning of all the LOW LANDS adjacent to the said  
RIVER.

FROM

## OBSERVATIONS made on the SPOT;

AND

From INSTANCES of the ruinous Effects  
like WORKS have had at the PORTS of

*Lyn, Rye, Wisbech and Spalding.*

*With an Appendix.*

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Illustrated with a MAP of the RIVER<sup>S</sup> DEE.

*Lyn, Rye, Wisbech and Spalding. All Drawn by hand.*

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*Fluminusq; obliquis cinxit declivia Ripis. Ovid.*

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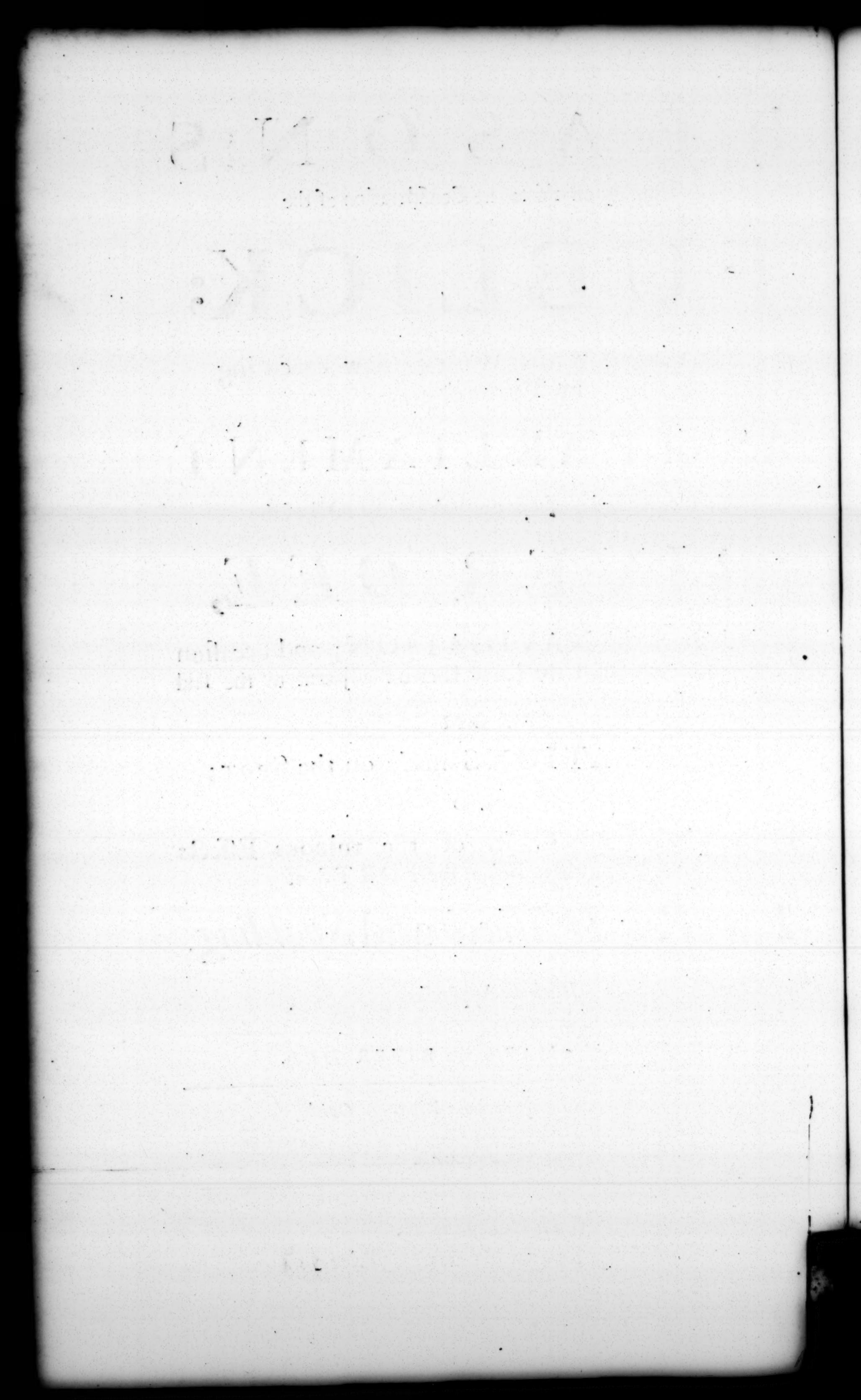
The Second Edition.

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CHESTER,

Printed by ROGER ADAMS. [Price 2 s. 6 d.]







## THE P R E F A C E.

SIR William Dugdale's *History of Imbanking and Draining* gave occasion to my enquiring how far Imbanking and Navigation are consistent with each other; I have made considerable Progress in a History on this Subject of all the Ports in England: That of the Navigation of Lynn in Norfolk and of Draining in the great Level of the Fens adjacent to that River, I have Published. The Imbanking and Draining there, being done contrary to the Rules of Draining hath highly prejudiced the Navigation of Lynn, and totally drowned the Country, that was before good Summer Land, and which the Adventurers undertook to make good Winter Land. Instead of letting the River run in the lowest part as Nature had made it, and Imbanking it; the Undertakers for draining Cut a strait Canal of a high Situation, and made a Dam, and set down a Sluce cross the old deep River to force the Waters into the new shallow Canal, which Works in two Years time occasion'd the total drowning of the Country they undertook to Drain, and almost destroy'd the Navigation of Lynn. That Corporation and that of Cambridge were very sensible of their Danger and Petition'd the Commissioners [appointed by the Act of Parliament to be Judges between the Country and the Undertakers] against the Fen drainer's Dams and strait Cuts: And the Commissioners promis'd that if they did any prejudice they should be remov'd. But when once they were executed they could never get them remov'd, tho' they often petition'd the Parliament. (N. B. The Petitions of Lynn and Cambridge to the Commissioners, and the Commissioners Answers are printed at the End of these Papers.) Works of the same Nature as those done at Lynn having been done also at Wisbech and Spalding have had the same ill Effects. And the Imbanking of Salt-Marshes at Rye, Ipswich, Wells, &c. have prov'd destructive to those Ports. The Works at those Places were done for the gaining of Land, and were never pretended to be done for the benefit of Navigation, but here the same sort of Work is pretended to be done for the Benefit of Navigation only! This is the only Port in England that has had a Work of this kind carried on for that End! Indeed I had great reason to believe it would not have been carried into Execution; and when it was, it was expected, it woulahave bee[n] done according to the Act of Parliament, which says that "a Causeway should not be made cross the River, to raise " or obstruct the current of the River, but the Cut should be Deep enough to receive the fresh Waters.

When I came to Chester in my way for Ireland, where business calls me, I was surpriz'd to find a Causeway was making cross the old River, while the new Canal, is so very Shallow and of so high a Situation, that an ordinary Spring-Tide will scarcely reach its bottom; and knowing from long Experience and from parallel Instances of the mischievous effects that Works of this kind have had in other Ports, I thought it my Duty, (more especially as I am writing the History of all our Ports,) to apprise the Citizens of Chester, and the Land Owners adjacent

## The P R E F A C E.

adjacent to the River of the consequences that may attend these Works; That so they may not be impos'd upon by the popular noise of a Navigation, when the latent design seems to be the gaining great quantities of Land from the Sea; and do a Work, and that too, contrary to the Act of Parliament, that will infallibly destroy the Navigation of so useful a Port, as is the City of Chester, to the manifest prejudice of both Kingdoms; and also will drown the Low Lands adjacent to the River Dee, now rich Meadow and Pasture, perhaps greater in quantity than all the White Sands intended to be Inn'd.

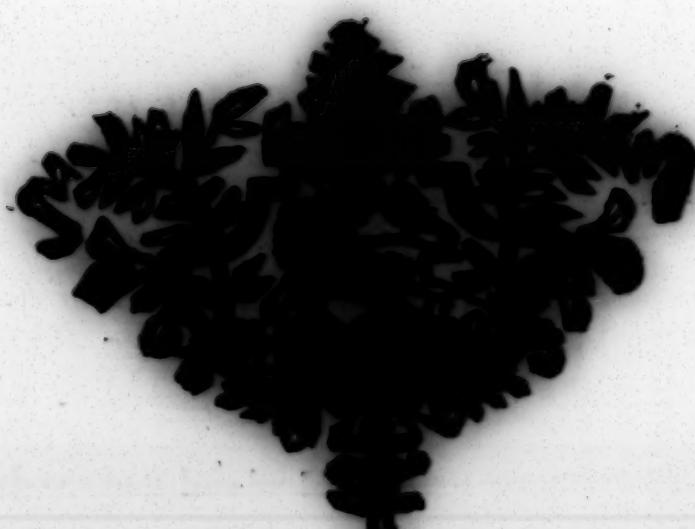
If once the Dam be perfected cross the old River the new One will never be Navigable for Ships, and the old One will Silt up so fast that it can never be recover'd again; for so you will find by these Papers it happen'd to the Ports of Lynn, Rye, Wisbech and Spalding. Why then should the Experiment of a Work be tryed here against the Act of Parliament and against all the Rules of Navigation and Draining, when it has been tryed at so many Ports, and has destroy'd or highly prejudic'd the Navigation of every Place; and totally drown'd the Country adjacent to those Rivers, especially when a natural and easy Method may be taken to make the Navigation good and certain, and that too, at so easy an expence that the Tonnage for a term of Years only, would pay off the Charge?

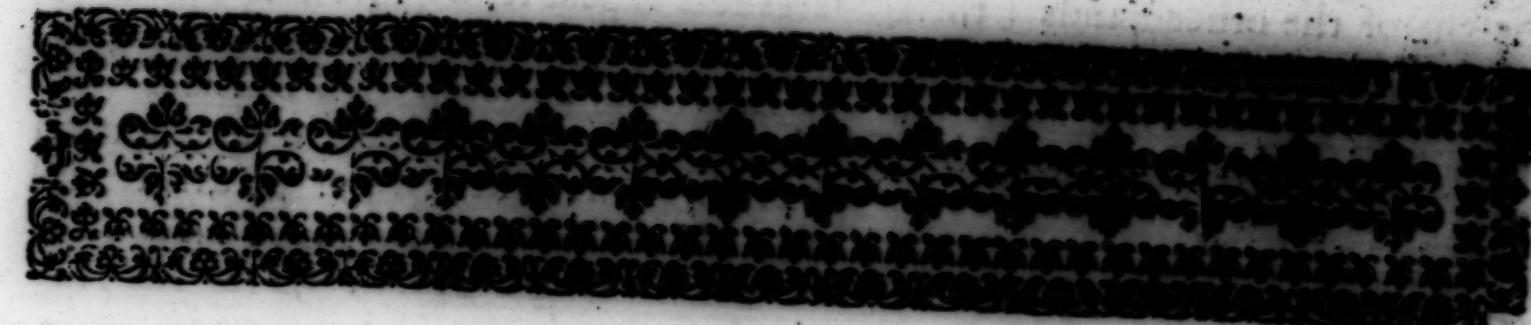
As I publish these Papers purely for the publick Good; whenever the Publick shall require it, a Scheme shall be produc'd, for the recovering and preserving the Navigation of the River Dee, with the Approbation of our chief Engineers and Drainers, our Admirals, Trinity-House and Royal-Society.

As so many of our Ports have been destroy'd thro' ignorance, or design, and since such great and learned Engineers, as Sir Cornelius Vermuyden, Colonel Dodson, Captain Lovel, Captain Perry and Others, have sometimes done Mischief to Navigation and Draining, by Works which they confidently Asserted would do good; no Man's single Judgment ought to be taken, and no Scheme of this Publick Nature, ought to be Executed without such general Approbation first had. I had the Opinion of most of them for a Scheme for recovering the Harbour of Bideford; and I succeeded in the Execution of it. And their general Opinion was bad for the Scheme for recovering the Harbour of Lynn, &c.

November 15, 1735.

THOMAS BADESLADE.





# R E A S O N S Humbly offer'd to the Consideration of the P U B L I C K,

**Shewing why the Works now executing by Virtue  
of an Act of Parliament to recover and preserve the Navigation of the  
River Dee, will destroy the Navigation; and occasion the Drowning  
all the Low-Lands adjacent to the River, &c.**

I Have observ'd, that the bottom of the *Canal* cut thro' the Salt-Marshes to receive the Waters of the River is of so high a situation, that a Spring-Tide which flow'd Eleven Inches higher than the *Causeway* at Chester, flow'd but Three Foot high at *Stowbridge-Gutter* in *Saltney-Marsh*, and but Three Inches high at the Cross Bank in the New cut *Canal*, which Bank is Eight measured Miles from Chester *Causeway* by Mr. Mackay's Map; and the bottom of the *Canal* there was not Eighteen Inches under Water, therefore the bottom of the *Canal* at that Place is but Ten Inches lower than the top of the *Causeway*.— Water requires at least Six Inches in one Mile's descent to flow or move at all [the old *Chanel* has two Foot per Mile's descent] therefore when the River *Dee* is forc'd into this *Canal*, by a *Causeway* cross the old *River* before the Water can reach the farther end of it, 'twill rise near Four Foot above the *Causeway* at least; and continue to be that height above it; because as the greatest length of the *Canal* is cut thro' a strong Soil, it is hardly practicable by any forceable Scours to grind it deeper, utterly impossible for the fresh Waters with their ordinary run to do it; and the Spring-Tides will silt the *Canal* up, not grind it deeper.

BUT indeed high Spring-Tides only, can flow thro' this *Canal*, the bottom toward the end of the *Copp* being Thirty Foot higher than the bottom of the old *Chanel* at Park-Gate; which the Soundings of the *River* in Mr. Mackay's Map witness, and hence a Spring-Tide that puts any Water up into the *Canal*, will Ebb out again before the Tide in the Old-River is fallen off the *White-Sands*, and will therefore drop it's Silt, and not grind the *Canal*; nor can it grind the *Chanel* that is to lead the fresh Waters towards the Sea from the end of the *Cutt*, because all the Tide-Waters will slide out of the *Canal* before the *Sands* are bare, to receive it into any *Chanel*.

As there is no possibility of a *Canal* of so great length and of such an ascending situation to be ground deeper by the fresh Water, while every Spring-Tide will be silting it up, there can never be any Navigation thro' the *Canal*; an ordinary Spring-Tide not flowing Two Foot higher, than its bottom. And when by a *Causeway* or *Dam* made cross the Old-River, the *Chanel* is depriv'd

depriv'd of its wonted Stock of Back-Waters, it will soon be silted up to the height of the other Sands [the Undertakers expect it will grow up one Inch every Tide] insomuch that in a Year or two's time no Ship can be brought to Park-Gate: And Hyle-Lake and the Barr will be so choak'd by the Flood bringing in Hyle-Sand, and the Ebb being rendered too weak to carry it out, that no Ship will be brought over one or thro' the other in 4 or 5 Years time. (N. B. *Lynn River and Outfall was choak'd up in Two Years after like Works were done there*) and therefore the making a Dam cross the old River and forcing its Waters into the high situated new Canal will inevitably destroy the Navigation of Chester, and prejudice that of Liverpool; and will occasion the Drowning and making Fens of all the Meadow Land and flat Country above and below Chester Bridge: A Scope of Country perhaps larger than all the White Sands intended to be Inned.

AND that these unnatural Works, will produce these unnatural Effects may be conceived from considering.— That as the Barr, Hyle Lake and the present Chanel is kept Navigable by the rapid Flow and great Weight of the Spring Tides from Sea in their Indraft toward Chester and into the River above the Causeway, and into the Creeks in the Salt-Marshes, and by the forcible Ebb of that Water back again in the Compass of the Chanel; most of it returning with great Velocity from a great Height, the high Water toward Chester being in an ordinary Spring Tide sixty Foot higher than the bottom of the River towards it's Mouth or in Hyle-Lake; and it being by the Tides Ebbing away nearly Low-Water in Hyle-Lake, by the time it is High Water at Chester, the said Tide Waters in their fall back to Sea drives out the Sands and keeps Hyle-Lake and the Barr Navigable: And the Waters put up into the Creeks of the Salt-Marshes, and that soaking thro' the White-Sands into the Chanel, joining to the Fresh Waters of the River, and all running in the Compass of the Low-Water Chanel keeps it tolerably open upwards: From hence 'tis plain that the consequence of turning the Fresh Waters and the Tides into a narrow and shallow Canal, and Imbanking and taking from the Sea, all Saltney-Marsh, and the White-Sands, which will hinder such Flow and Reflow of Waters as now preserve the Navigation to Sea-ward, will be, that the Chanel, Hyle-Lake, and the Barr, will be silted up.

" Sir Cornelius Vermuyden, writing of Boston Deepes, saith, That the Flood " and Ebb of the Sea maintain it. It is not, says he, the River of Welland, " (or Spalding) and that of Boston could do it, they are but small Waters, " and the leis powerful when they came abroad into a vast Place, where " they are not to be Discerned; so that, if it were not for the Ebbs of the " Sea, it would soon Decay. The same I say of Hyle-Lake, &c.

THO' this Argument alone proves the Prejudice that must ensue to the Navigation of Chester, yet as shewing the Effects that Works like these have had in other Ports may be more convincing, I shall shew,

FIRST. That if a Causeway or Dam be made cross the Old-Chanel and the River Dee be forc'd into the high situated New-Canal, the Navigation to Chester will be destroy'd; and the Low-Country adjacent to the River be drown'd by the Freshes, and be made Fens, from a parrallel Instance in the Port of Lynn in Norfolk.

SECONDLY. That if Saltney-Marsh be so Imbank'd as to keep the Tide out of the Creeks, and the White-Sands be Inned from the Sea, the Navigation to Chester will be destroy'd from a parrallel Instance in the Harbour of Rye in Sussex.

THIRDLY. That after Saltney-Marsh is Imbank'd, and the White-Sands are gained from the Sea, not only the Navigation will be lost, but also the Low-Lands above Chester adjacent to the River Dee — The Roodee, Saltney-Marsh, and the Low-Lands adjoining to it, will all be surrounded by the Freshes, and their own downfall Waters, and become Fens; from Instances of parrallel Cases at Wisbech in the Isle of Ely, and Spalding in Lincolnshire.

**FIRST.** *Lynn in Norfolk* is a Port capable of the greatest Inn-Land Navigation of any in England, it's main River being 160 Miles in length, and it has many Navigable Branches: Is the Sewer of seven Counties and is suppl'd with perhaps ten Times more fresh Water than the River Dee, and was so deep that the Tide Flow'd five Hours and half, and Ebb'd six Hours and half at *Lynn*.

BUT a strait and shallow Canal was Cutt, about Twenty Miles in length from *Erith* to *Salters-Lode*, and a Dam and Sluice was made cross the old River at *Salters-Lode*, call'd *Denver-Sluice*, to turn the Fresh-Waters and Tides out of their Low Situation into a high One, in pursuance of a Scheme to Drain the Country; not a Scheme to better the Navigation. After those Works were perfected, the River to Seaward, from the End of that Canal, was in Two Years time so choak'd up with Sea Sand, that the Low-water-Mark, which was before Fourteen Foot lower than the surface of the Land, grew up Two Foot higher than the Land, and the Chanel and Sands to Seaward also in Two Years time grew up so much, that Ships could hardly Sail to *Lynn* with a Spring-Tide, which before could turn up with a Neip Tide. And Ships which before rode in Twelve Foot-Water at Low-Water near the Key, in Two Years after, lay Dry. And as the River was so Silted up that the Low-Water Mark was Two Foot higher than the Soil of the adjacent Lands, they could not run their downfall Waters into the River; so that many Thousand Acres of that very Land which the *Undertakers* pretended they would keep Dry in all Seasons, by means of that new Canal, became totally Drowned: And Sixty Thousand Acres of other Land in the Province of *Marsh-Land*, and in the Hundreds of *Freebridge* and *Clackclose*, between the lower end of the new Cut and the Sea, which was before higher above Low-Water-Mark there, than *Saltney-March* or any of the Flat Country adjacent to the River *Dee*, are here, became *Fens*. And this prejudice to the Navigation and Draining was occasion'd by a Dam and Sluice made cross the Old River, turning the Fresh-Waters and Tides into a Canal of a high Situation and between Banks, whereby the Indraft of the Tides from Sea was stop'd, and the Harbour was deprived of the great Stock of Sea-Water; which used before to Flow and Reflow thro' it.

THE Corporation of *Lynn* and *Cambridge*, &c. have at several different times Petition'd the Parliament for Relief but without Success: Not long since I was employ'd by all Parties to draw up a State of the Case; and it was agreed by all Parties that the shallow Canal should be deserted, and the Dam and Sluice cross the Old River taken away, and the Waters be turned into their old Course: But it was found that the old Course of the River was so choak'd up, that they could not find way's and means to raise Money enough to do the Work. And *Lynn* and *Cambridge* could not procure an Act of Parliament to oblige the Adventurers who had done the Mischief to be at the Charge, and so nothing was done.

THAT River was prejudic'd by turning its Waters into a strait Canal of a high Situation, without taking Salt-Marshes from it, or laying the White-Sands: How much more the River *Dee* which has not one Tenth part of the Fresh Waters will be prejudic'd than That, here being not only a like Work to be done, but also Salt-Marshes to be Imbank'd and the Tides shut out of its Creeks, and all the White-Sands to be taken from the Sea, must needs appear very plain — Yet may be more apparent from the Case of the Harbour of *Rye*.

*Case the Second.* The River at *Rye* its Harbour and Outfall were kept so deep and open by the Flow and Reflow of the Tides thro' the River, and thro' the Creeks of a great Extent of Salt-Marshes, that Ships rode, and the whole Royal-Navy may have Rode in that Haven, in Seven Fathom of Water, at Low-Water. But not many Years since those Marshes were Imbank'd, and Sluices were set down cross their Channels, call'd, *Craven-Sluice* and *Scotflat-Sluice*, which

See the Map  
*Lyn River*

Mapp of  
Harbour

which hindr'd the Flow and Reflow of the Tides, in consequence whereof the Sea-Sand soon Silted the Harbour quite up; so that tho' the Corporation of Rye, upon Petitioning the Parliament more than once, at last obtain'd an Act in the Year 1721, to remove all Obstructions, yet They found the Harbour was too much choak'd to be Recover'd, by any Money they could raise by the Tonnage granted by the Act. And Carriages now go over where Ships us'd to Ride in Seven Fathom of Water at Low-Water. — From parity of Reason soon after the Causeway or Dam is made cross the Old-River at Chester, and the Fresh-Waters are turn'd into the New Canal which is of so high a Situation, that it is a worse Dam against the Tides and Freshes than any Sluice can be, because its bottom is too high to let ordinary Spring-Tides put much Water up into it, and too high to let the Freshes run quite out of the River, whereas the Sluices at Rye, open'd when the Tide Ebb'd away, and let the Fresh-waters out; and yet, tho' by this means they had the force of a Scour, they could not keep that Chanel deep, which was deep before the Sluices were set down cross it — so that the Harbour was soon Silted up and lost. — Therefore when the Salt-marshes and White-Sands belonging to Chester-River are Imbank'd, of necessity Hyle-Lake and the Barr must grow up, and the NAVIGATION be destroy'd for want of a sufficient Flow and Reflow of the Tide-water to keep them open, in like manner as did the Outfall of Rye.

And that all the Low-lands adjacent to the River will be Drowned, and even those White-Sands which the Undertakers shall first Gain from the Sea will become Fenns, will appear from the Case of the Low-Lands about Wisbech and Spalding. — In these Places and at Lynn the Undertakers for draining the Country, as soon as they had (more by fraud than desert) got a Title to the Lands they were to have as a Reward for their Undertaking, Sold what they could of it; reserving to themselves, as a Corporation a Power to raise on those Lands a Tax from Four-pence to Eleven-Groats an Acre per Annum to defray the Charge of maintaining Banks and Drains, upon Nonpayment the said Lands to be forfeited to the Corporation. The Land so bought, in a short time became so Drowned, and continued to be so, that the Purchasers forfeited it, rather than pay a Tax for Land they could not hope to receive any Profit from. And that this will be the case here of the Lands which the Undertakers shall first gain from the Sea, will I say appear from the state of the Low-Lands about Wisbech, &c.

*Case the Third.* Wisbech-River was cut Strait from Peterborough toward Wisbech, and Imbanked about Fourteen Miles in Length to keep the Water off the Isle of Ely, not to better the Navigation of Wisbech: There Drain'd into that River, the Waters of the North-Level, a Country so richly Fruitful, that in the midst of it, was situated the famous Abby of Thorney: Long ago, and at this time, the Strait cut is grown up so much, that Low-water-mark in it, is above Four-Foot higher than the Surface of the Lands in the North-Level, and to Drain that Country a Cut or Drain was made lower down to Sea, call'd Shire-drain. Below the North-Level, were Salt-Marshes taken Inn long ago; viz(A) And since, other Salt-Marshes have been taken Inn between those and the Sea; viz(B) And now, only the Land last taken Inn is Dry; The other Fenns, are drained by Mills, their Downfall Waters not having sufficient vent to Sea, the River being silted up too high to receive them: In the Year 1719 another Salt-Marsh at the Mouth of Wisbech River, called Sutton-Marsh, was attempted to be Imbank'd from the Sea, but the Country Gentlemen, and the Corporation of Adventurers for Draining the Fenns Adjacent to that River, Petitioned the Parliament against it: The Petition sets forth, That it having been found by Experience, that the Imbanking of Salt-Marshes had been prejudicial to the River, the Petitioners apprehended, if this Salt-Marsh should be taken from the Sea, the Outfall would be so choaked up for want of a sufficient quantity

Mapp of  
Rive

Quantity of Back Water, that none of the Adjacent Low-Lands could Drain by that River, and the Navigation of Wisbeck would receive new prejudice.

N. B. The said Marsh is not Imbank'd.

THE ill Consequences of taking Inn Salt-Marshes, will more fully appear from the Case of Deeping Fens.

*Case the Fourth.* Deeping Fens, is a Country situate above Spalding in Lincolnshire, antiently good Meadow and Pasture; but in proceſs of Time the Salt-Marshes lying between that Country and the Sea, were Imbank'd for Seven Miles in Length, by which means the Sea was shut out of all the Creeks in the Salt-Marshes, and the River was confin'd in a narrow Course between Banks. Now; and for many Years since, the Low Water-Mark in that River is much higher than the Surface of Deeping Fens; <sup>so the Neare</sup> Spalding River and a larger Country is Drowned, caused by those Salt-Marshes being Imbank'd, than the Salt-Marshes contain; and this Country is but Seven Miles from the Sea. This shews that the first Land which the Undertakers at Chester shall gain, and which is Twenty Miles from Sea will be made a Fenn by the next Salt-Marsh that shall be taken Inn, and that Land a Fenn by the next Salt-Marshes that shall be taken Inn; so that at long run none will be good for any thing, but the last taken Inn. —— Expensive attempts have been made to retrieve Deeping-Fens but in vain. After one Capt. Lovell fail'd, an Earl of Exeter undertook it; and finding the River was silted up too high to receive Deeping-Fenn Waters, he made Tunnells under the River and made a Drain thro' the Inland Country to the Sea-Bank and so to Sea, without Success.

About the Year 1730, Capt. Perry undertook to Drain that Country, the Method he took was —— By Shuices set down croſs the River above Spalding, to hold up, between the Banks of the River, the Fresh-Waters to a considerable height; and to take in, and hold up high Spring-Tides (for ordinary Tides could not reach him) and to let the Scour off when the Tide was Ebb'd out of the River. The Proprietors had great Expectations, but when the Scour was let off it only pool'd a depth near the Shuice, and threw up a Barr of Sand a little beyond; and tho' the Capt. us'd Porcupines and other Devices to move the Sand, yet it subsided again at a small distance and could not be driven out to Sea by the force of his Scour, tho' the River is narrow, and but seven Miles long from the Shuice to the Sea. So that after an Ex-pence of about six Thousand Pounds the Work was given over.

This proves that no artificial Scour can grind and carry Sand such a length of way, and that no less Force than the Tides bringing in a great height, and consequently great weight of Water, and rapidly Flowing and Reflowing thro' large Receptacles can keep a River to Sea-ward deep and open: And hence it is demonstrable that the New-Canal of Chester can never be Scour'd deeper than it is Cut at first; but instead thereof must be rais'd higher and higher by the Silt left by the Spring-Tides, and the Sediments left by the Land Floods; and by those means its Bottom will grow higher than Saltney-Marsh to the ruin of Navigation, and to the total Drowning the Low-Country. For so it has prov'd in the Imbank'd Canals at Lynn, Wisbeck and Spalding, they have all of them grown up in this manner; and the Fore-lands between the Banks are rais'd or grown up several Foot higher than the Surface of the Land on the other side of the Banks.

As Works of the same kind as those executing at Chester have had like destructive Effects in all the Ports where they have been done; as the turning the Fresh and Sea-Waters out of Broad Rivers into Narrow Strait Imbank'd Canals have been destructive of the Navigation of those Ports; and the Inning of Salt-Marshes have been the occasion of the Flat Country adjacent to those Rivers being drown'd by the High-Country-Waters and their own downfall, for want of a Vent for them to Sea-ward, their Rivers being silted up too high to receive them; and as this same Cause must necessarily produce

duce the same Effect here, that it has done in other Places, it is Demonstrable that the Works now Executing at Chester will utterly destroy the Navigation over the Barr, thro' Hyle-Lake, and upon the River Dee; and will also by silting up the Outfall hold up the River Water so high that the Down-fall-Waters of the Low-Lands cannot run into it, and in consequence thereof all the Meadow Land above Chester bordering on the River Dee, and extending from Eaton toward Holt and Bangor, will be Drowned and made Fens — will make a Fenn of the Roodee by the soak of the River thro' the Banks, and by its own Downfall — will stop the Mills at the Causeway from Working — Will also cause Saltney-Marsh and all the Low-Lands on that side the Country to be overflow'd by the Freshes, and their own Downfall-Waters, viz. Broderton-Bridge, Dulestone, Breton-Hall, Lachees, Rake-Moor, Breton-Mannor, Mancott, Ashton-Townfield, Shotton-Townfield, Wepra, &c. And also the First Land Imbank'd by the Undertakers will soon become a Fenn, as is now the Land first taken Inn at Wisbech, &c.

So that besides the Navigation of Chester's being lost, and that of Liverpool prejudic'd, by Horse Chanel being Silted up, and the Road of Hyle-Lake in which the Kings Ships have been wont to ride destroy'd, to the prejudice of the Government; a Fruitful Country larger perhaps than all the White Sand, intended to be Imbank'd will be drowned and render'd unprofitable.

As the Mischiefs done to Lyn, Rye, Wisbech, Spalding, and some other Ports shews that this will inevitably be the Case at Chester, if the Works now in prosecution be perfected, and the Dam or Causeway cross the Old River stands: And as the Act of Parliament expressly provides "That the Undertakers shall not make any Causeway below Bridges so as either to raise or obstruct the Current of the River. For these Reasons the Causeway ought not to be made at all; but the New-Canal ought to be dug deep enough to receive the FreshWaters without their being forc'd into it, if they will execute so pernicious a Scheme. And as the Tonnage only would have been a sufficient Reward for the Charge of Executing a Natural Scheme to recover and preserv'e the Navigation of the River Dee, surely the Tonnage and the Profits of the Salt-Marshes and white Sands when Inn'd will according to their Calculation of the future Profits be ample Reward for the Charge of Executing this Artificial Scheme, and digging the Canal to the depth requir'd by the Act of Parliament.

F I N I S.

# APPENDIX.

To the Honourable *William Lentball*, Esq; Speaker of the Parliament ; to the Lord Commissioner and Keeper of the Great Seal, the Judges of the Bench and Common-Pleas, and Baron of the Court of *Exchequer*; *William Earl of Salisbury*, and the rest of the Gentlemen, that are Commissioners for the Draining of the Great Level of the *Fens*, as by Act of Parliament the 29th of *May*, 1649.

*The Humble PETITION of the Mayor, Aldermen, and Common-Council of the Town of Lynn in Norfolk.*

SHEWETH,

THAT the Town of Lynn hath been, and is a very ancient Port Town, and the Inhabitants there have no other livelyhood but by Navigation ; and whereas they were informed that the Earl of Bedford and his Participants have resolved to set Sluices over the River Ouse by Denver, or thereabouts, which will utterly destroy Navigation at Lynn, and into seven or eight Countries unto which the River of Ouse brancheth itself : For it must be taken for granted, that the Flood cannot flow higher up the River than the Sluices ; whereas now it flows up to Harrimer, which is Twenty Miles above the Sluices, and there it maketh two foot Water every Spring-Tide ; and the River of Ouse being fill'd with the Flood twice every 24 Hours, comes down with such a force, having the weight of the freshes upon the Flood, that it Scours not only the River of Ouse, but Lynn Haven ten Miles to Seaward from Lyn ; so that by that means our Haven and Rivers are very Navigable ; and if the Flood-Tide be not suffered to flow as high as formerly it hath done, doubtless our Navigation from Lenne to Sea, and from Lenne to Cambridge, and to other Countries, will be utterly lost, and of no use at all ; so that it will not only be the ruin of your Petitioners, but the Undoing of many in several Countries.

THEY most humbly Pray, that there may be no Sluices set upon the River of Ouse to hinder Navigation ; and they shall ever Pray, &c.

ALSO, this day Mr. Mayor and Mr. Robinson, reported the Answer of the abovesaid Commissioners to the said Petition, which was to this Effect :

THAT nothing should be done to the prejudice of the Navigation of Lenne, and Cambridge ; and that if the said Sluices were to the prejudice of Navigation, they shoule be pulled up again.

A Petition was also delivered from the Corporations of the Town and University of Cambridge, as followeth :

A Copy of a Petition delivered by Thomas Buck, on the behalf of the University and Town of Cambridge, unto the Lords and other Commissioners for draining the great Level of the Fens, at their meeting and Session at Peterburgh, upon the 24th day of March, Ann. 1650.

To the Right Honourable the Lords, and other the Commissioners for the Draining the Great Level of the Fens:  
The Humble Petition of the Vice-Chancellor and Heads of Colleges in the University of Cambridge, together with the Mayor and Aldermen of the Town of Cambridge.

SHE WETH,

THAT whereas by an Act for the draining of the Great Level of the Fens, bearing date the 29th of May 1649, it is order'd, that the said work, so much tending to the publick Good, may proceed and be Prosecuted with Justice, Equity, and Effect; and whereas it is in the same Act in Special provided, that the said Work be done without Prejudice to the Navigation in certain Rivers therein named, whereof the Rivers of Grant and Ouse are two, Principally considered: Your Petitioners being informed by the Works already begun, and intended to be Prosecuted, the Navigation in the said two Rivers, as to the Conveyance from Cambridge to the Town of Lenne, and from Lenne thither, will be thereby either wholly taken away, or very much obstruced; in regard the said River of Ouse, which by its joining itself with the River of Grant, doth many ways maintain the said Navigation, will be altogether, or in great part, diverted to another Course; as likewise the Navigation between the Town of Cambridge and the Town of St. Ives, Huntingdon, and divers others by the River of Ouse, will be greatly interrupted; whereby not only the said University and Town of Cambridge will be wholly undone, and all the adjacent Countries greatly damnify'd and Impoverish'd, but also a great Prejudice will thereby befall to a great part of this whole Nation, by the Stoppage of the General Commerce at Sturbridge Fair.  
YOUR Petitioners therefore holding themselves bound by their utmost endeavours to keep off so great a Mischief and Ruin, and so far as in them lyeth to acquit themselves unto Posterity that they have discharged their duty herein, do Humbly beseech your Honours to take the premises into your Serious and timely Consideration, and to take such Order, that sufficient Security may be given, and such Provision made, that we and our Successors may have cause to bless your Care and Justice, and to pray for all Advancement to the Work.

And your Petitioners shall, &c.

Benj. Whichcot, Procuror.  
Will. Bryan, Mayor.

A Copy of an Order then made by the said Commissioners, upon their serious Consideration of the said Petition.

UPON serious Consideration thereof the Commissioners do declare, that the Undertakers are to take special Care of Navigation at their Peril, the Act of Parliament having so provided for the Preservation of the same. And in case the said Undertakers should miscarry therein, " the

" the Commissioners will then Proceed to give Satisfaction according to the  
" Power given by the said Act, answerable to the Damage the said University  
" and Town shall receive thereby.

AND the Adventurers gave Security, that they would not prejudice Navigation.

HAVING these Assurances given by Commissioners, appointed by Act of Parliament to be Judges between the Undertakers and the Country, &c. and having Security from the Undertakers, the Corporation of Lenne and of the University and Town of Cambridge could not avoid Submitting, tho' fearing the Consequence they with impatience waited the Event.

AND the Undertakers for the General Draining of the Fens proceeded to erect Sluices, ( saith Sir William Dugdale) upon the River of Great Ouse, near Salters-lode, beneath the Mouths of all the Navigable Rivers that have their Course thro' the South Division of the Fens, viz. Grant, Mildenhall, Brandon, and Stoke, that fell into Ouse : Whereby the Passage of the Tide into all the said Rivers, which were wont to be filled twice in every 24 Hours, was wholly kept out for at least 26 Miles of their usual Flow.

### *The Adventurers executed these Works,*

1. Contrary to all the Rules of Draining.  
2. Against the Opinion of the most knowing and Judicious Artists of those Times : Some of them averr'd, that it was impossible to Drain by Sluices ; and declared that the Undertakers must in Time desert those Artificial Works, and Imbank the natural Rivers. But to save the Charge of making and maintaining such Banks, tho' they had 95,000 Acres given to them and their Heirs for ever, to enable them to bear such Charge, they builte Denver Dam and Sluices, and turned the River into a strait Canal. As by a Decree of their Corporation, (Anno 1650,) the Majority but one single Vote.

No sooner where these Sluices erected, and the Tides by them shut out of their ancient Receptacles, (viz.) the Rivers Ouse, Stoke, Brandon, Mildenhall and Grant, that they flow'd into before, and fill'd Twice in every Twenty Four Hours ; which great Quantity of Water, in its Return back to Sea, followed by the fresh Waters, kept the River, Haven and Chanel open in the same Manner as the Tides and Freshes keep open the Thames, Humber, and all other great Rivers :

I say, no sooner were these Sluices erected, but for want of their usual great Stock of Back Water to ebb through them, they immediately silted up from the said Sluices quite to Sea. Insomuch,

1. That in Two Years time Ships could not Sail between the Sea and Lynn, but with Spring-Tides only : Whereas before the could with Neip-Tides.

2. In the Haven there was but the Depth of Two Feet at Low-water, where Ships us'd to ride in the Depth of Twelve Feet at Low-water.

3. The River between Lynn and the Sluice, had its Bottom rais'd with Sand Ten Feet High in Two Tears Time, and remain'd so, as appear'd by sounding the River near Salters-lode, at a View of the Commissioners of Sewers, in Presence of the late Sir H. Hobart, Sir J. Turner, R. Walpole, Esq; &c. In Consequence whereof, there could be no Inland Navigation but with Spring Tides only ; and then with flat Bottom Boats of small Burthen only (where large Keels were formerly used.) So prejudicial was this strait Cut and these Sluices, &c. to Navagation.

And to Draining, they were more pernicious ; for the Land-waters could not get to Sea, the River on Lynn Side the Sluices being silted up too high to receive their Waters ; so that the Level of the Fens in its Downfall Water, and by Breaches of the new Bedford Banks, became entirely drown'd, insomuch

that the Inhabitants sustained Losses to the Value of 100,000 Pounds and upwards; to the utter Ruin of many of them, as the Case of the Land-holders set forth: — And the Petition of the Province *Marsh-Land*, and the Hundreds and Parts adjacent to the River *Ouse*, between the Fens and *Lynn*, complained of their being grievously annoyed with Water.

Thus *Spring-Tides* and *Land-floods*, which keep open and naturally maintain the deep and wide *Channels* of *Thames*, *Humber*, &c. and which us'd to keep open the *Ouse*, do now by means of these Works choak it up, insomuch that the Bottom of the *Ouse* ( which was before the Adventureship 14 Feet under Soil, is now rais'd higher than the Superficies of the Fens ; so that the Floods that descend the Hundred Foot Cut in Winter, and constantly overflow the unimbank'd *South Level*, are hemm'd in and confin'd there all the Summer, and there stagnating ; great Part of that Division of the Fens is usually 3 Feet under Water at *May-day*.

Thus the Level of the Fens which was before the Adventureship good and profitable Summer Land, has long been, and is now by means of their Works drowned and impoverished.

And the Adventurers have not only drowned the Fens which they undertook, and stand oblig'd to drain, but also 6000 Acres of Land in *Marshland*, and the Hundreds of *Freelbridge* and *Clackclose*, that were before their Undertaking rich Meadow and Pasture of greater Value than the whole *South Level* of the Fens.

### *The Petition of the Corporation of Rye to the Parliament, A. D. 1701.*

**T**HE Petitioners say That the Tide used to flow from the said Harbour up the River Rother Twenty Four Miles, whereby, and by the Reflux thereof, the Harbour was kept open, &c. But of late Years several Persons have Inn'd several Acres of Land, which belong to the said Harbour ; and have built Flood-gates, and have made Crol's Walls ( or Copps,) which hinder the Tides from Flowing and Reflowing in the River Rother ; whereby the Slubb ( or Silt or Sea Sand) is stopped in the Harbour, so that there is not three Fathom at Low-water where there used to be Seven Fathom ; and thereby the said Harbour grows worse every Year.

In the Year 1721 the Harbour of Rye was quite Choaked and that Corporation obtained an Act of Parliament for their relief.

The Act saith — That for preventing the utter Loss of the said Harbour, it is necessary to open the same, and to let the Tide have free Course thro' certain Sluices near the said Harbour call'd Scotch Flat Sluice and Cravon Sluice.

### **A D V E R T I S E M E N T.**

**T**HE History of the Antient and present State of the Navigation of the Port of King's-Lynn, &c. and of Draining the Great Level of the Fens, call'd Beadford-Level. With the Scheme to recover that Harbour and Drain those Fens. May be had of Mr. Peter Potter, Bookseller in Chester.

Map of Ely River &c.

Sea



